

Prices and Prospects.

MERCHANT FURNACES BETTER OFF FOR COKE THAN STEEL INTERESTS

After Have Lost More Pig Iron Than the Former For Lack of Coke

TITLE FOUNDRY IS SOLD

Only As An Accommodation to Buyers, Furnaces Were Preferable at the Same Price; Advance in Coal Price Practically Absorbed by New Steel

SPECIAL TO THE WEEKLY COURIER

PITTSBURG Oct. 31—Conditions to producing, shipping and consuming coke seem to be substantially the same as before the government price of \$6.00 was set over five weeks ago, except last week's slump in supply and consequent drop in shipments are probably some slight change in distribution of coke but in general the same furnaces are running as formerly and they are producing practically the same amount of pig iron as the chief difference is the price of the coke. In some cases the price is off this covering the small amount of coke that is sold from time to time in the open market and the considerable larger tonnage that is moving on contracts that were made subject to adjustment from time to time to the market price. All such contracts now in operation at \$6.00. There is a larger tonnage that is moving on contracts at fixed prices which in probably every instance are either than \$6.00. Finally there is the gas tonnage of all which is not moving at any market price at all, the coke produced and consumed by the same interests that coke being subject merely to an inter company price. The interesting feature of the situations is that it is this that is the scarcity of all just as is the case before the government set the price. For months past in her words the steel interests have at more pig iron production on account of shortage of coke than have merchant furnaces that buy their coke. The steel interests framed in buying in the open market. Reports from time to time are that a volume of coke offered in the spot market is increasing. This may be relatively but the total volume extremely light.

This is the fourth week of the price order in favor of a full car supply for the Connellsville region. The coke shipments are not materially reduced and operators as a rule do not aim that the limit to production is reached by the car supply. A few but in the main the contention is at labor supply is so short that an limited supply of cars would not prevent the production and shipments very greatly.

PRICE-FIXING NOT SETTLED

Uncertainty As to Whether the Hold in the Program is Temporary or to Be Taken Up Again

SPECIAL TO THE WEEKLY COURIER

NEW YORK Oct. 31—The American Metal Market and Daily Iron & Steel Report will review the steel and iron business tomorrow as follows:

The steel sheet manufacturers held a general meeting in Pittsburgh yesterday and their representatives are to-day in conference with the War Industries Board at Washington. The outcome may dispose in specific manner of the question as to whether the coal situation promises to assume a serious aspect if some effort is not made to adequately meet it.

At a meeting held in the office of George S. Cornell, executive secretary of the Committee of Public Safety yesterday evening, at which a number of the distributing coal dealers and producers of the city were present, the situation was good, over in detail and little argument was needed to convince every one present or others familiar with the facts that the local coal situation promises to assume a serious aspect if some effort is not made to adequately meet it.

At a meeting held in the office of the War Industries Board at Washington yesterday evening, at which a number of the distributing coal dealers and producers of the city were present, the situation was good, over in detail and little argument was needed to convince every one present or others familiar with the facts that the local coal situation promises to assume a serious aspect if some effort is not made to adequately meet it.

The long awaited differential on under coke has not yet been announced. A Washington and the foundry coke market languishes in consequence. It is only occasionally that under coke is sold as the near majority of operators would be induced to sell except at \$1.00 and there more money in producing furnace coke when the price is the same as occasional sales made are chief a matter of accommodation to the user. The coke market is supplyable at the price set by the government \$6.00 per net ton or avos.

The long expected advance in the government price on coal was announced to become effective last Monday. The advance is 45 cents and the charge to be charged by brokers to consumer remains at 1 cent so at the market now stands a toll of \$1.45. Slack \$20@\$2.35, mine run \$45@\$2.60, screened \$2.00@\$2.80 net ton at mine Pittsburgh, district coke market has not reflected any change its general aspect is favorable to the advance generally caused by the government. The major part of all of will be absorbed by the advanced age scale that goes into effect currently. Operators may profit a little by the new prices but their main hope of better conditions lies in the fact to be imposed upon miners to take them work night and turn week.

The lifting of the priority order in favor of coke for the 24 hours of St. Monday resulted in heavy shipments of coal and many consumers Ohio are reported to be put in better shape in consequence. In general there has been a slight loosening up the supply of free coal in the market and while large consumers are to work hard to secure enough to maintain operations they usually succeed in doing so. Most of the report that they secure more coal through jobbers than direct.

TRUCK MOVEMENT

Since the present mobilization began the railroads of the country have transported 914,196 persons

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING OCT. 27, 1917			WEEK ENDING OUT. 20, 1917				
	DISTRICT	Ovens	In	Out	Ovens	In	Out	
Connellsville	26,115	17,836	2,009	17,676	20,116	18,200	2,210	18,671
Lower Connellsville	17,646	15,816	1,820	15,504	17,645	15,779	1,858	16,565
Totals	43,761	33,652	3,829	33,180	38,000	34,981	4,129	34,636

MERCHANT OVENS	WEEK ENDING OCT. 27, 1917			WEEK ENDING OUT. 20, 1917				
	Connellsville	17,075	15,186	1,822	17,366	17,038	1,812	15,271
Lower Connellsville	8,826	6,118	610	6,019	8,826	8,416	610	6,760
Totals	25,891	21,304	2,432	21,187	28,000	24,397	2,122	20,031

SHIPMENTS.	WEEK ENDING OCT. 27, 1917			WEEK ENDING OUT. 20, 1917		
	To Pittsburgh	10,176 Cars	101,768 Tons	To Points West of Pittsburgh	1,281 Cars	10,570 Tons
To Points East of the Region	1,618 Cars	11,583 Tons		1,623 Cars	10,570 Tons	
Total	11,794	106,351		11,819	10,570	
Totals	15,226	16,160	2,076	111,701	15,226	2,194

COAL PRODUCERS ASKED TO SUPPLY DOMESTIC TRADE

CIVILIAN RELIEF COMMITTEE TAKES STEPS TO Avert a Possible Famine.

CANT GET ANY OUTSIDE

Operators Who Have Formerly Supplied This Market and the "Waron" Mine to Be Asked to Divert Production or Output to Connellsville.

An appeal is to be made by the civilian relief committee of the Committee of Public Safety to the coal operators who under normal conditions of trade would supply the local demand for coal to consent to divert a sufficient part of their tonnage from trade now being supplied to take care of the needs of domestic consumers in Connellsville during the coming winter. This appeal will not be made alone to operators who have heretofore supplied the retail dealers of the city but also to the operators of the wagon mines which have been opened in the vicinity of Connellsville during the past year.

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Another plan of relief from the protracted traffic congestion which Chairman Jones and the sub-committee are considering is the ordering of new routes temporarily via junctions little used now and which no published rates or divisions are exact. If as is anticipated, the committee shall determine that these plans are feasible, they will be enabled gradually to clear the backlog of work orders done by two and possibly three

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U. S. EMPLOYMENT SERVICE'S PURPOSE TO CONSERVE LABOR

Lack of Knowledge of The Important Work Already Done.

EQUALIZING THE SUPPLY

Not Shifting From One Section of the Country to Another is the Method; Pittsburgh the Center for Operations in Western Pa.; Many Men Placed.

After a careful investigation of the conditions throughout the state, it has been found that there is an apparent lack of knowledge among the people of the commonwealth as to the important work which is being carried on through the United States Department of Labor. The importance of the military efforts of the government during such times as these cannot be overestimated, but at the same time the civil operations of the government must be noted and brought into effective operation, in order that a successful prosecution of the war may be affected.

The call to arms of many thousands of men of military age into the army and navy has and will continue to have its effect on labor conditions. In order to properly cope with this unusual situation, much added responsibility has been placed upon the Department of Labor in securing the necessary number of men to take up the work which others have heretofore been engaged in.

The United States Department of Labor, through the Immigration Service, has created the United States Employment Service, the headquarters of which for Pennsylvania and West Virginia are located at the office of the Commissioner of Immigration, No. 132 South Third Street, Philadelphia. It is under the general direction of Elmer E. Greenawalt, Commissioner of Immigration for the Port of Philadelphia, and under the immediate supervision of James L. Hughes, acting director of employment. A sub-branch of this office for the western section of the state and West Virginia, is located in the Berger building, Pittsburgh, while the work pertaining to farm labor has been placed in charge of a sub-office, the Cooperative Farm Bureau, in the Bourne building in Philadelphia.

During the fiscal year, ending June 3, 1917, 2,697 applications for help were filed within this employment zone, which called for 29,403 persons. 17,869 applications for employment were received of which number 12,196 were directed to places where employment could be had, and of this number 10,347 found employment. The wages for ordinary workmen now range from 25 to 35 cents an hour, while skilled mechanics in various lines receive a very much higher wage in accordance with their skill and ability in their respective callings.

The federal government has entered into a cooperative agreement with the state employment offices located throughout Pennsylvania, and also with the Department of Civilian Service and Labor of the Committee of Public Safety for the Commonwealth of Pennsylvania. By such an arrangement it is hoped that an equalization of the demands for labor may be properly effected and the shortage of labor in one section may be relieved by securing help from those sections where there is an apparent surplusage of workers. It is not the purpose of the government through its employment service to remove from one section of the state those who are needed in that section, in order to place them in some other position, but rather to equalize, if possible, the demands and secure for every person a place of employment.

During the months of May and June 253 employers applied to the sub-branch in charge of farm work at the Philadelphia Bureau; for 553 persons, 222 persons applied for work, 387 were directed to places and 227 found employment. The work of the United States Employment Service is not confined to the placement of men, but also extends its efforts in the work of securing places for women. Since November 1916, to July 1, 1917, 1,959 women applied for work, 1,581 of whom were directed to places and 1,702 secured employment.

WOOD HIGHER THAN COAL

Scarcity of Labor Reduced Maine Cutting, Hence Price Went Up.

Wood is so expensive in Maine that even country people living within sight of great forests of oak, maple and birch find it cheaper to burn anthracite at \$10 a ton and upwards. Farmers have cut very little wood this year owing to labor being so scarce. From \$5 or \$6 a cord, hard wood in cities like Bangor and points further north, has advanced to \$8, \$10 and even \$11 a cord, while soft wood slabs and endings from the sawmills have gone up in proportion.

In New Brunswick the scarcity of wood is even more pronounced, as the labor shortage here is more serious and has been of longer duration, because so many men went away to the war two or three years ago. In some places wood cannot be bought under \$15 a cord, so that anthracite at \$15 a ton makes a far more economical fuel for heating.

Mine Workers' Head Resigns.
INDIANAPOLIS, Oct. 25.—John P. White resigned today at noon as president of the United Mine Workers of America. He will be succeeded as president by Frank K. Hayes, vice-president. Mr. White will leave Sunday for Washington to assume his duties as advisor to Dr. H. A. Garfield, national fuel administrator.

THE PROBLEM OF NEGRO MIGRATION

One That the South Should Work Out Itself, the Commission on Southern Race Questions Thinks.

The migration of the negroes from the South, which has given very great concern to the employers of labor in that section, has been made the subject of an inquiry by the University Commission on Southern Race Questions, composed of deans of departments and professors from the leading institutions of higher education in the Southern states. In a consideration of what the commission terms "the most immediate pressing problem of the South, and one of the most important for the nation," the following conclusion is reached:

"The present migration of the negro is not an anomalous phenomenon in human affairs. The economic and social laws that affect the lives and actions of white men produce practically the same effect upon the negro. It should not be surprising, therefore, to find him, obeying so promptly and in such large numbers the economic law of demand and supply. There was no extensive migration until the industrial centers, facing a dangerous shortage of labor, owing to the complete shutting off of the European sources of supply, turned to the South where large sources were available. And so they sent their agents with very alluring promises and liberally used the negro press, hand bills, letters, lecturers, and other means designed quickly to attract the negro and draw him to the railroads, factories and mines where his labor is sorely needed."

"The dollar has lured the negro to the East and North as it has lured the white man even to the most inaccessible and forbidding regions of the earth. But the human being is moved and held not by money alone. Birthplace, home-ties, family, friends, associations and attachments of numerous kinds, fair treatment, opportunity to labor and enjoy the legitimate fruits of labor, assurance of over-education in the courts, good educational facilities, sanitary living conditions, tolerance and sympathy—these things, and others like them make an even stronger appeal to the human mind and heart than does money."

"The South cannot compete on a financial basis with other sections of the country for the labor of the negro, but the South can easily keep her negroes against all allurements, if she will give them a larger measure of those things that human beings hold dearer than material goods. Generosity begets gratitude, and gratitude grips and holds men more powerfully than hooks of steel. It is axiomatic that fair dealing, sympathy, patience, tolerance and other human virtues benefit those who exercise them even more than the beneficiaries of them. It pays to be just and kind, both spiritually and materially. Surely the South has nothing to lose and much to gain by adopting an attitude like that indicated above."

DETERIORATION OF COAL

During Storage in Much Less Than Has Been Popularly Supposed.

Railroads have always hesitated to store coal on account of the supposed deterioration in the calorific value. The actual extent of this has been definitely settled by a report on the deterioration in the heating value of coal during storage, published as bulletin No. 136 of the Bureau of Mines. Except for the sub-bituminous Wyoming coal, no loss in the heating value of the fuel tested was greater than 1.2 per cent in the first year or 2.1 per cent in two years.

Under-water storage tests made with New River and Pittsburg coals showed practically no loss in calorific value.

The New River coal when stored in the air under severe conditions showed a heat loss of about one per cent in one year, two per cent in two years, reaching two and a half to three per cent in five years. The open air storage of Pittsburg coal developed practically no deterioration during the first year. This increased slowly until at the end of five years the deterioration was 1.1 per cent. The Wyoming sub-bituminous coal, which is known as black lignite, deteriorates rapidly in storage, particularly by stacking. However, by the use of bins with air tight bottoms and sides and a protecting layer of fine slag on top of the coal, the heat loss of this coal in storage can probably be kept below three per cent in one year and the physical deterioration can also be largely prevented.

The results of these investigations, which were made by experts Horace C. Porter and F. K. Ovitz, show that the loss in calorific value of fuel in storage has been overestimated. The loss in most coals, such as New River and Pittsburg, is so slight that the expense of underwater storage equipment would not be justified except to prevent fires from spontaneous combustion.

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Buy Westmoreland Coal.
The Keystone Coal company of York, Pa., has bought 247 acres of coal land in Loyalhanna and Salem townships, Westmoreland county.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 27, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	122	Beatty	Mt. Pleasant Coke Co.
128	60	Bryant	Mt. Pleasant Coke Company
39	39	Carlyle	Peerless-Civil Coke Co.
150	150	Clare	Clare Coke Co.
40	40	Dexter	Connellsville Coke Co.
40	40	Elton No. 1	Connellsville Coke Co.
50	60	Elton No. 2	Uniontown
100	100	Elton No. 3	Uniontown
200	110	Fort Hill	New York
19	Franklin	Franklin	Connellsville
101	101	Gilmores	Gilmores Coke Co.
125	125	Graus	New York
8	8	Hulen	Samuel L. Hulen Co.
145	145	Hummel	Pittsburgh
41	41	Jackson	Sharon Coal & Coke Co.
38	38	Jackson	Johnson Fuel Co.
40	40	Magee	Magee Coke Co.
84	84	Mahoning	Mahoning Coal & Coke Co.
270	370	Mc. Bridgcock	W. J. Rainey
319	300	Mc. Pleasant	Mc. Pleasant Coke Co.
32	32	Morgan	Brownell-Civille Coke Co.
40	40	Nellie	Brown & Cuthran
50	40	Painter	Newcomer Coke Co.
180	180	Paul	W. J. Rainey
526	518	Revere	W. J. Rainey
36	36	Shaw	Shaw Steel G. & C. Co.
46	49	Thomas	Whyley Coke Co.
57	42	West Penn	West Penn Coke Co.
PURNACE OVENS			
280	190	Adelaide	H. C. Frick Coke Co.
300	180	Alverton	H. C. Frick Coke Co.
357	352	Baggaley	H. C. Frick Coke Co.
300	300	Baldwin	H. C. Frick Coke Co.
240	240	Bankerton	H. C. Frick Coke Co.
100	117	Buckeye	H. C. Frick Coke Co.
260	250	Cabinet	H. C. Frick Coke Co.
201	201	Central	H. C. Frick Coke Co.
76	49	Cochabrook	H. C. Frick Coke Co.
400	400	Colter	H. C. Frick Coke Co.
109	109	Continental	H. C. Frick Coke Co.
226	226	Continental	H. C. Frick Coke Co.
200	300	Crossland	H. C. Frick Coke Co.
120	120	Davidson	H. C. Frick Coke Co.
230	230	Dorothy	H. C. Frick Coke Co.
272	272	Heath No. 1	H. C. Frick Coke Co.
270	270	Heath No. 2	H. C. Frick Coke Co.
300	300	Hecla No. 2	H. C. Frick Coke Co.
326	355	Hostetter	Hostetter-Civille Coke Co.
250	249	Junita	H. C. Frick Coke Co.
306	306	Kyle	H. C. Frick Coke Co.
452	452	Lessington	H. C. Frick Coke Co.
60	60	Linton	H. C. Frick Coke Co.
502	502	Longmen	H. C. Frick Coke Co.
304	304	Smith	H. C. Frick Coke Co.
227	214	Lemon No. 1	H. C. Frick Coke Co.
350	360	Lemon No. 2	H. C. Frick Coke Co.
500	500	Mammeth	H. C. Frick Coke Co.
399	399	Marguerite	H. C. Frick Coke Co.
116	116	Mars	H. C. Frick Coke Co.
258	258	Orphant	H. C. Frick Coke Co.
224	252	Oliver No. 1	Oliver & Bayler Steel Co.
430	324	Oliver No. 2	Oliver & Bayler Steel Co.
300	300	Oliver No. 3	Oliver & Bayler Steel Co.
400	400	Philips	H. C. Frick Coke Co.
440	409	Plumtree	H. C. Frick Coke Co.
120	120	Riet	H. C. Frick Coke Co.
448	448	Shoaf	H. C. Frick Coke Co.
225	225	Southwest	H. C. Frick Coke Co.
150	121	Southeast	H. C. Frick Coke Co.
204	166	Standard	H. C. Frick Coke Co.
116	116	Southern	Dunbar Furnaces Co.
50	50	Stewart	Stewart Iron Co.
484	184	Treated	H. C. Frick Coke Co.
350	320	United	H. C. Frick Coke Co.
296	312	Valley	H. C. Frick Coke Co.
36	42	White	H. C. Frick Coke Co.
260	260	Whitney	Hostetter-Civille Coke Co.
200	200	Wynn	H. C. Frick Coke Co.
500	450	Yorkman	H. C. Frick Coke Co.

STIFFEST TEST OF THE RAILROADS IS YET TO BE FACED

In Handling the Maximum Wartime Freight of Next Few Months.

PEAK OF MOVEMENT NEAR

If Business Can Be Handled Until March 1 Next, the Transportation Problem Will Have Been Solved, Unless War Is Much Prolonged.

"The railways have now entered the period when they will have the greatest difficulty they have ever experienced in handling the available traffic," declares the Railway Age Gazette in its current issue. This statement is made with special reference to the recent announcement that on October 1 the number of unfilled requisitions for cars exceeded the number of surplus cars at various points in the country by 70,230 cars. "This figure," says the Gazette, "is less than half as large as was the similar figure for May 1, but within the next few weeks the traffic undoubtedly will greatly further increase, and as general transportation conditions probably will grow more and more unfavorable, it is evident that the time has come when the Railroads' War Board, the managements of the individual railways, the railway employees, the shipping and receiving public and those having charge of shipments for the government, must put forth an effort approaching the superhuman if the railways are to be enabled to handle all the traffic available."

Among the reasons given for the expression of the foregoing views are the following:

"Within the last eighteen months, and more especially within the last six months, the railways have increased the efficiency with which they operate their facilities to an extent which a few years ago would have been declared impossible. In July they handled 17½ per cent more ton-miles with each freight car, and almost 10 per cent more ton-miles with each freight locomotive than they did in July, 1916. They handled not far from 50 per cent more traffic with each car and each locomotive than they did in the same month two years ago.

"But the unprecedented increase in traffic which began about two years ago continues unabated. The roads are handling at the present time not only a heavier passenger and freight traffic than they ever did in any previous year, but also a much heavier total traffic than they have at any previous time in 1917. Furthermore, the movement of traffic in the fall and winter months is normally heavier than at any other time of the year, and the present year promises to be no exception to the usual rule.

"As a result of the severe and unrelenting service to which cars and locomotives have been put for over two years they are not in satisfactory condition generally. The same thing may be said of track and other facilities. Besides, the railways have lost many employees who have voluntarily enlisted in the army, who have been taken for the citizen army, or who have found more profitable employment in other lines of work. In a short time the annual battle with snow, ice and cold will have to be fought, and the difficulty of getting the greatest efficiency from equipment will reach the maximum.

"One thing which is going to add greatly to the difficulties of the roads for some weeks is the fact that this year's crop, which is now moving, is unusually large. The effect of this is indicated by general complaints of lack of sufficient box cars which are coming from all over the central and middle western states. The traffic situation is also going to be aggravated by the labor troubles in the coal mines, which have been chronic in central territory for some weeks and which became acute recently in the Illinois field, where most of the mines were closed by a strike. There has never been a time since the middle of August when the railways in large part of this territory have not been able to furnish more coal cars than there was a demand for. The recent strike in Illinois greatly delayed the shipment of coal from the mines of that state. The result is going to be that during the next month or two the railways, and especially those of Illinois, will be called upon to handle a large amount of coal which they ought to have been given opportunity to move weeks ago. Let us hope that the public will take all such facts into consideration and that it will be patient with the railways and give them the utmost co-operation while they are working out their great problem."

The Gazette believes that "the developments of the next few weeks will pretty definitely determine how successful the railways are going to be in handling the country's traffic during the war. There seems good reason, it says, for believing that we are approaching the very peak of the wartime freight movement, and that while there may be no considerable decrease in traffic for some months, there will be a continuance beyond the present winter of such enormous increases as it has occurred without a pause for many months. If the railways can handle the business until March 1, 1918, in a reasonably satisfactory way, the country may safely consider that its transportation problem during the war is solved unless the war shall last so long as to cause the roads to go to pieces physically from the accumulation of deferred maintenance. We are confident that if the railways continue to receive the cooperation of the regulating authorities and the shipping public they will stand this crucial test of their efficiency."

PROPORTION OF FOREIGN-BORN

Among the Employees of the Pennsylvania Railroad Presents Some Interesting Information.

Among other developments war compels nations to confront internal problems which, if left unsolved, might slowly work towards a break-up of nationality. In this country one of these which forcibly presents itself is that of foreign-born citizens and inhabitants.

The birth conditions of employees of great railroads present probably a fair picture of the whole nation's situation in this regard. The Pennsylvania railroad, in its information service, gives some figures of interest on this subject. The total number of employees in the road on lines east of Pittsburgh was at a recent date 164,722. Of these, 25,721 were of alien birth. Of these aliens, 8,003 were fully naturalized, 3,069 had taken out their first papers, and 5,064 had announced their intention of applying for naturalization. This left 9,555 men who had made no expression of their intention to become American citizens. This is roughly six per cent of the whole number of employees.

The division of nationalities in the Pennsylvania employment of foreign-born people is interesting. It may give some idea of the same conditions prevailing throughout the country. The foreign-born in the Pennsylvania were of 13 different nationalities. Those with 1,000 or more of one race enumerate as follows:

Italians 8,425
Austro-Hungarians 5,977
Irish 5,654
Russians 2,059
Danes 2,059
English 1,432
Mexicans 1,270
Races numbering between 100 and 1,000 are: Swedes, 518; Greeks, 495; Norwegians, 269; Polish, 263; Scotch, 234; Serbs, 134; Slavs, 105.

If the same percentages prevail throughout the country as are shown by the Pennsylvania's exhibit, taking our total population at 100,000,000, 16 per cent, or 16,000,000 would be foreign born, of whom six per cent, or 600,000 would have thus far not expressed any desire to become American citizens.

NEW COAL FIELDS

On Somerset County to Be Developed By Salisbury People.

The Meyersdale Republican says: The preliminary steps have been taken for the immediate development of a large area of coal lands in Elkhorn township, Somerset county, hitherto untouched except for a few openings for domestic use. The developers are the heirs of the late John J. Engle and the Maust brothers of Salisbury.

The Engles and Mausts between them own about 1,500 acres of B. C. prime and D. seam coal in the Piney Run basin, the three veins averaging from 36 to 40 inches in thickness. Of this area 450 acres belong to the John J. Engle estate, 216 acres to Mrs. Jerome Engle and are not controlled by her son-in-law, I. J. Engle, the remaining portion of 1,500 acres are coal rights owned by the Maust brothers underlying the Ambrose Deal farm and adjacent farms.

The first step taken to bring this coal to market is the building of a standard gauge railroad from Boyton up Piney Run to the neighborhood of Engle Mill, a distance of only a fraction over one mile along the north bank of the creek. The grading of this road was commenced about the middle of September. It will probably be extended in the course of time to other coal lands farther up Piney Run, owned by Dr. H. E. Miller of Salisburry and others.

PLUGGED THE SCALES

Inspector's Charge Against Coal Operators Is Suspended.

W. D. Althouse and John Rankin, proprietors of the Phoenix & George Creek Mining Company, were found not guilty Friday of obtaining money under false representations by using inaccurate scales to underpay their miners.

A second indictment was found of violating the mining laws. It charged the use of scales plugged with lead. Sentence was withheld on second indictment pending a settlement of wages due the miners. F. S. Hobbrook, United States inspector, testified that he found the weights so plugged that the coal averaged 150 pounds short on each mine car.

INJECTION GRANTED.

Solisson Restrained From Mining Coal of Echard and Franks.

UNIONTOWN, Oct. 30.—A preliminary injunction was granted this morning against William F. Solisson of Connellsville, restraining him from mining coal in the tract owned by Cyrus Echard and Charles B. Franks, adjoining Mr. Solisson's land.

A bill in equity asking the injunction bad been presented by Mr. Echard and Mr. Franks, who own 146.86 acres in Balsilkin township. Mr. Solisson owns an adjoining tract, and it is claimed that his miners have gone under the Echard-Franks property.

New Kentucky Development.

The Kentucky Hardwood Lumber company is reported to have closed negotiations for several thousand acres of coal lands in Perry and Breathitt counties, New York and Cleveland interests are said to be organizing the King Elkhorn Coal company, capitalized at \$100,000, to develop 1,000 acres of coking and by-producer coal lands it has purchased.

Frick Offers Memorial.

H. C. Frick has offered to erect a suitable memorial to the late Joseph H. Choate in the city of Salem, Mass., the distinguished attorney's birthplace.

Goes Away for Health.

Benton Boyd, superintendent at the Amador works, left Thursday for Amador, Mich., where he will spend some time for the benefit of his health.

We are confident that if the railways

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 27, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Westinghouse Coke Co.	Greensburg
100	Alliea	W. Harry Brown	Allentown, Pa.
233	Allison No. 1	W. J. Ramsey	New York
260	Allison No. 2	W. J. Ramsey	New York
142	American No. 1	Reilly-Peabody Fuel Co.	Pittsburgh
210	American No. 2	Reilly-Peabody Fuel Co.	Pittsburgh
45	Annie	Dellemonico Coal & Coke Co.	Pittsburgh
201	Bacon	Champion Gas Coal Co.	Pittsburgh
20	Browning	Browning Coke Co.	Uniontown
59	Brownsville	Smithfield Coal & Coke Co.	Smithfield
34	Burchinal	Century Coke Co.	Brownsville
265	Century	Clydeville Coke Co.	Brownsville
49	Champion	Emerson Coke Co.	Pittsburgh
130	Crystal	Emerson Coke Co.	Pittsburgh
225	Dale	Emerson Coke Co.	Pittsburgh
402	Donald 1 & 2	Consolidated Civil Coke Co.	Uniontown
160	Donald 3	Consolidated Civil Coke Co.	Uniontown
149	Edna	Waltersburg Coke Co.	Uniontown
22	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Emerson Coke Co.	Uniontown
35	Frances	South Pacific Coke Co.	Uniontown
119	Garrison	Aspinwall-Cynthiaville Coke Co.	Connellsville
58	Genuine	Genuine Civil Coke Co.	Uniontown
200	Griffith No. 1	Bessemer Coke Co.	Pittsburgh
210	Griffith No. 2	Hillman-Neft Coke Co.	Pittsburgh
15	Hill Top	Connellsville Civil Coke Co.	Connellsville
124	Hoover	Jamey H. Hoover	McClendontown
38	Hope	Hope Coke Co.	Uniontown
195	Houston	Husted-Semans C. & C. Co.	Uniontown
260	Isabella	Hecks Coal & Coke Co.	Uniontown
149	Katherine	Hillman Connellsville Coke Co.	Connellsville
20	Lester	Hillman Coke Co.	Hillman
30	Loon	Franklin Coke Co.	Pittsburgh
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
45	Little Gem	The Bixler Coal & Coke Co.	Pittsburgh
250	Low Phos	Civille Central Coke Co.	Pittsburgh
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburgh
155	Mabel	Monongahela Coke Co.	Pittsburgh
61	McGill	Monahan Coke Co.	Uniontown
122	Merton	Mt. Hope Coke Co.	Uniontown
300	Mt. Hope	Richardson Coal & Coke Co.	Connellsville
60	Murphy	W. J. Marshall	Pittsburgh
100	Old Home	W. J. Marshall	Uniontown
40	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Pittsburgh
10	Ridge	Ridge Coke Co.	Uniontown
7	Plumer	Plumer Coke Co.	Pittsburgh
101	Poland	Poland Coal Co.	Pittsburgh
15	Rich Hill	Hillman Coal & Coke Co.	Outerpool
86	Rice	Hillman Coal & Coke Co.	Connellsville
272	Royal	W. J. Rainey	New York
30	Sackville	Sackville Coal & Coke Co.	Smithfield
275	Shamrock	Taylor Coal & Coke Co.	Uniontown
240	Solon	Patello Coke Co.	Uniontown
80	Sterling	Prosper Coal & Coke Co.	Uniontown
310	Sunshine No. 2	LaFrance-Gilmore C. & C. Co.	Pittsburgh
400	Thompson No. 1	Thompson-Civille Coke Co.	Pittsburgh
200	Tower Hill 1	Tower Hill Civil Coke Co.	Uniontown
200	Tower Hill 2	Tower Hill Civil Coke Co.	Uniontown
234	Virgle	Byrne Coal & Coke Co.	Scottsdale
100	Washington 1	Washington Coal & Coke Co.	Bethel
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Windland	Connellsville-Cille Coke Co.	Uniontown
20	Winnona	Connellsville-Cille Coke Co.	Uniontown
36	Yukon	Whysel Coke Co.	Uniontown
5,826	5,315		
11,813	10,500		
FURNACE OVENS			
120	Albion	Republic Iron & Steel Co.	Garns
100	Bridgeton	H. C. Frick Coke Co.	Pittsburgh
120	Brier Hill	H. C. Frick Coke Co.	Pittsburgh
126	Builington	H. C. Frick Coke Co.	Pittsburgh
500	Columbus No. 1	H. C. Frick Coke Co.	Pittsburgh
156	Columbus No. 2	H. C. Frick Coke Co.	Pittsburgh
200	Colonial No. 1	H. C. Frick Coke Co.	Pittsburgh
220	Colonial No. 2	H. C. Frick Coke Co.	Pittsburgh
500	Death	H. C. Frick Coke Co.	Pittsburgh
200	Edenburn	H. C. Frick Coke Co.	Pittsburgh
100	Fairbank	Strothers Coal & Coke Co.	Pittsburgh
202	Foothold	McKee-Fay Coal Co.	Lettonia, O.
201	LaBelle	LaBelle Coke Co.	Lambert
176	Lambert	H. C. Frick Coke Co.	Pittsburgh
462	Leekrone	Reynolds Iron & Steel Co.	Pittsburgh
466	Martin	H. C. Frick Coke Co.	Pittsburgh
244	Newcomer	H. C. Frick Coke Co.	Pittsburgh
400	Republic	Republic Iron & Steel Co.	Uniontown
380	Ronce	H. C. Frick Coke Co.	Pittsburgh

ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Bradoc, Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Danbar

1917 MAP

Directories of Coal Mines on

The Weekly Courier.

Entered as second-class matter at the post office, Connellsville, Pa., under the laws of the Postmaster General, U. S. Post Office Department, November 1, 1916.
M. H. SNYDER,
President and Editor, 1916-1916.
JAS. J. MCGOWAN,
President
JOHN E. GANS,
Managing Editor.

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THURSDAY MORNING, NOV. 1, 1917.

NO. WHO'S HONOR IS DUE?

Today marks the anniversary of an event which, although now a year distant, still leaves its ineffaceable and sad imprint upon the hearts of the members of The Courier force. On October 21, 1916, Henry P. Snyder, founder of The Courier and its editor for 37 years, passed out from among those who had labored for and with him through longer or shorter periods in a happy relationship and under the inspiration of a master to counsel, guide and direct them in their efforts.

As the day of their and our community's bereavement is recalled, those whom he left behind are reminded of the rich heritages he bequeathed his fellow-workers. They are conscious of the heavy obligations imposed upon them and the determination is renewed to strive to attain, as nearly as may be, that ideal in their tasks which he ever held before them. Less than that would be dishonor to the memory of the one to whom all honor for what The Courier is or has been is due.

THEY WILL RESPOND.

It is, regrettable that Chairman Kurtz of the local chapter of the Red Cross finds it necessary to make so urgent a plea for a larger number of women of the membership to take active part in the work of the chapter, but no more regrettable than it is to remind any one of the duty it is theirs to perform. That the making of garments, surgical bandages and dressings for the soldiers has been carried off by a mere handful of the membership is presumably due to the failure of the remainder to fully realize that there is more in joining the Red Cross than enrolling and paying the fees. Evidently they have not given serious thought to the needs of the hour to provide articles for the care of the sick and wounded soldiers. Inasmuch as the war has not been brought home to us, as it will be when our own boys have reached the firing lines and the casualty lists begin to come in, and having indulged the hope that something will yet happen to bring the struggle to a speedy end, they doubtless have not felt the urgency of the call heretofore made in this respect the women of the Red Cross offer not at all from the men of the community who have been so slow to realize the meaning of all that is being done to prepare our nation for war.

Whatever may have been the reasons for the delinquency and inaction of so large a part of the membership, Chairman Kurtz has firm faith that once the women of Connellsville have awakened to the full significance of the fact that we are already at war, they will gladly, freely and willingly render any service required, "with the knowledge that it is for their country and for their country's defenders and allies."

The purpose of Chairman Kurtz's appeal, which is strongly phrased, is merely to arouse the members of the Red Cross to a realization that the time is now at hand when the work which has been assigned that organization must be done. They are asked to "awaken to the terrible fact that the duty requested and demanded is not made lightly, nor without full knowledge of the fact that it will possibly, iniquity and be an actual hardship to devote as much time as should be given to Red Cross work."

The fact is, none of us have been sufficiently stirred to face the war situation as we ought and presently must if we are to do our full duty in our country's emergency. We have not yet comprehended the fact that the boys who have gone out from our homes and the homes of our neighbors are giving their all, that the obligation rests upon each of us to make an equivalent sacrifice—a sacrifice of time, of comfort, of necessities or of means that will in some measure be comparable to that the boys are making.

We may dislike to be told of these things, just as we dislike to think of war as the countries of Europe know it, but we must bring ourselves to understand that we have the duty of doing the thing we can do of fighting. If we are eligible for that service, of denying ourselves luxuries and comforts that we may buy Liberty Bonds or provide gifts to the several war auxiliaries; of working with our hands or brains to promote some worthy and needed object, if that be our aim of our opportunity.

The appeal of Chairman Kurtz directs attention of the women of the Red Cross to the form of "invaluable service in knitting and sewing" as the one thing they can do and do well. We much misjudge the loyal, patriotic women of Connellsville if they do not respond as they are requested to do, and as they have always done, when been brought face to face with an emergency requiring their tender sympathies, deft touch and kindly ministrations.

In their get-away on the Liberty Loan race, Fayette bond buyers seem to have taken "the cue from the Unlucky speedway."

WE MUST BACK THEM TO THE LIMIT.

The news that American soldiers are in the trenches of Flanders, fighting side by side with the French, will invest all our war preparation work with a more lively interest. The departure of the British, the activities of the boys in the cantonments and training camps, and everything connected with the tremendous undertaking upon which we have entered will have a deeper meaning to us. We now know of a certainty that all of these things are being done for a purpose, and a sterner purpose at that, bearing but preparatory to the movement of larger bodies of troops across the Atlantic to complete their training and be held in readiness to their places side by side with those that have preceded them.

While the force which has been moved to the firing lines may not be large, and is there largely for the purpose of completing its training, for more vigorous action later, its presence in the trenches is proof that we have come in actual contact with the enemy and that our participation in the Great War is a fact which we must squarely face. It is notice, too, to those who have failed to realize, or refused to believe, that we are in truth part and parcel of the forces engaged in the mightiest struggle between belligerent nations in modern times, and that the share we must take will continuously grow larger and more important. There will now be no turning back; no slackening of effort, but with the unshakable determination to win, at whatever cost it may demand, we must see the horrible business through to the end.

Henceforth we will follow the news of the war with keener interest, knowing that the men who are wearing the uniform of Uncle Sam are in the thick of the battle. The best sugar supply from the western states will be available somewhat earlier than the Cuban supply. Just yesterday the Food Administration announced that a deal had been concluded for 200,000,000 pounds of raw sugar from the Louisiana growers which will begin moving to the northern refineries next week. This was purchased at such a price that it will be sold to wholesalers at eight and one-half cents per pound with a later reduction to seven and one-quarter cents.

In these campaigns, and more especially in the last one, there has been a more general display of the "team work" spirit than has heretofore characterized movements of general interest in this community. A friendly rivalry urged those who took part in it to unusual effort and with a view to making a good showing for Connellsville, rather than for themselves or for groups. Aside from the actual results as expressed in amount of bonds sold, the big lesson, the useful lesson of the campaign has been that by everybody getting together and working together is the only way to do things that are worthwhile.

That was what pulled the bond campaign across; that is what will push Connellsville ahead.

With the assistance which every consumer can give through economy in the use of sugar and refusal to buy in excess of actual needs, there is little fear that the situation will not be relieved. To help bring about relief is an important duty, one in which no citizens will be willing to do their full part, except, of course, those who are so foolish that they care not how much others may suffer if they themselves feel no inconvenience thereby.

CONNELLSVILLE'S MOST NOTABLE DAY.

Connellsville has a group of men, women, and children who Friday gave a demonstration of their patriotism and loyalty of which the whole city may properly and justly be proud.

To the number of those patriotic young men who have been going out from among us singly, in pairs, squads, detachments and companies to prepare themselves as defenders of the Old Flag, yesterday there was added to our roll of country-loving citizens the hundreds who marched in the Liberty Day parade. True, they will modestly lay no claim to having rendered service entitling them to the distinction of being heroes, but they must not now lack anything the government or our people can supply to sustain them in the supreme tests to which they have already begun to be subjected. We must back them to the limit of our resources and endeavor!

AMENDED DRAFT REGULATIONS.

It was almost too much to expect that the draft regulations, as originally promulgated, would provide an infallible rule by which to determine the many questions that have arisen in the practical operation of the draft. There was urgent haste that the selective service law be made operative as soon as practicable after its final approval, hence it was reasonable to expect that with practically no precedents as a guide, the details of its application could not all be worked out with equal and exact justice within so short a space of time.

The amended regulations which have been approved take care of many discrepancies and inequalities and injustices in the first. These regulations approach much more closely the fundamental idea of selective service while adhering to the essential purpose of the law. This purpose is to provide an army, in the selection of which the least possible hardship will result to dependents and the least possible interference with the conduct of industries associated with the preparation for and conduct of the war.

Under the new classifications those to be first called are men having no dependents. The next class consists those upon whom the dependence is of the slightest degree and those following are graded according to the number and relationship of dependents. Industrial exemptions are provided for such a system as will conserve the interest of the nation and maintain production at a high rate.

There can certainly be little objection to the amended regulations except by those who have a disinclination to serve under any system of selection. The classifications appear to have been made with the utmost fairness and with a view to a strictly impartial selection. The task of the local boards will be limited to determining the classification to which the registered men belong, will be very much simplified. On the whole the revision will do much to eliminate the deficiencies of the original regulations and facilitate the operation of the law.

The pro-Germans in this country who planned to spend \$1,000,000 in crowning in the yellow dress over the "failure" of the Liberty Loan, had better send their money to Bill. He will have need of it.

Since the Germans and Americans have been so useful in their campaign against the Italians, we may now expect to hear of new peace proposals "made in Germany," of course.

No trouble to get good jobs in the city, but trouble is in store for those who make a bad job of trying to keep out of it.

THE SUGAR SITUATION.

As soon as the fact became known that the supply of sugar in this country was limited, many householders started on the rounds of the grocery stores and bought what they could at each for the selfish purpose of securing a stock for the personal use of their own families and wholly without regard to the necessities of other consumers. In consequence many stores were drained of their stocks and the shortage has become very acute in some quarters. It is this cause of action upon the part of buyers, when shortages occur, that brings about threatened famine in food supplies and makes it increasingly difficult for persons of limited resources or means to secure the bare necessities of living.

The amount of sugar manufactured has not decreased but we have been depleting our stock to protect the ration of the French people until the new crop of Cuban and the western crop of beet sugar are available. The French have reduced their consumption to only 500 grammes per month per person, or equal to one pound per month or one-half once per person per day. Against this Americans consume about four ounces per day or seven pounds per person per month. This comparison shows how willing the French people are to render patriotic service through affecting economies in their consumption of food, and it also shows that we can easily cut our sugar ration in half and still have three and one-half times as much per person as the French are using.

That Connellsville is able to absorb \$800,000 of Liberty Bonds, so soon after it had taken \$470,000 of the first issue and raised \$33,000 for the Red Cross, not to mention contributions in smaller amounts to a number of causes, is a truly remarkable thing to be accomplished within the space of a few months. While we may, and should, take a pardonable pride in what we have done in this direction, we ought to attach very much more importance to the fact that the things done are the result of the people of the city acting in concert for clearly defined purposes.

In these campaigns, and more especially in the last one, there has been a more general display of the "team work" spirit than has heretofore characterized movements of general interest in this community. A friendly rivalry urged those who took part in it to unusual effort and with a view to making a good showing for Connellsville, rather than for themselves or for groups. Aside from the actual results as expressed in amount of bonds sold, the big lesson, the useful lesson of the campaign has been that by everybody getting together and working together is the only way to do things that are worthwhile.

That was what pulled the bond campaign across; that is what will push Connellsville ahead.

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The men who are already in France, and the thousands who will soon be of their number, fall or fall short of accomplishing all that the world expects of them, it will be because we at home failed of our duty by them. If we hesitate at delay in making that degree of preparation that will make it possible for our soldiers to exert the might and power of our great nation with the effectiveness of the call heretofore made. In this respect the women of the Red Cross offer not at all from the men of the community who have been so slow to realize the meaning of all that is being done to prepare our nation for war.

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With the assistance

LOAN SUBSCRIPTIONS HERE PASS THE MILLION MARK

**City's Allotment Exceeded By
\$32,000 in a Whirlwind
Finish.**

FIRST NATIONAL LEADER

**Four Hundred and Twenty-Five
Thousand Dollars Is Subscribed
Through This Institution, With
Yough Trust Company Second.**

Connellsville subscribed over a million dollars to the second Liberty Loan.

Coming to the front with unsurpassed enthusiasm, citizens bought nearly \$500,000 worth of bonds during the last three days of the campaign, and carried the total well over the million dollar mark, to an unsuspected triumph. Aroused by the Liberty Day celebration, and perhaps enthused by the \$100,000 subscription of Edwin S. Porter, the people seemed to awake to the meaning of the loan. Failure indicated, Ambassador Gerard had said, America's resignation from the war. Connellsville determined to do her part to prevent a failure of the loan and she did it nobly.

The immensity of the sum raised is realized when it is remembered that in the first Liberty Loan campaign,

THE GRAND TOTALS.

First National	\$ 425,000
Yough Trust Co.	145,000
Second National	125,000
Citizens National	122,000
Union National	100,000
Title & Trust Co.	67,000
Colonial National	48,000
Total	\$1,032,000

Connellsville raised but \$463,000, less than half of what she subscribed this time. Estimating the population of the city at 15,000, the raising of a million means that an average of \$66.00 was subscribed by every citizen of Connellsville. The bank subscriptions and Mr. Porter's \$100,000 do much toward making this average so high, but even without them, an average of a \$50 bond apiece for every resident of the city is practically attained.

The banner bank of the town is the First National, which reports a total subscription of \$425,000. Of this, \$100,000 is the bank's own subscription and \$100,000 more Mr. Port's. This leaves a popular subscription of \$225,000, which is more than the popular subscription received in any other bank here. The First stands third in the county, two Uniontown banks having surpassed it. The First's quota was \$212,000.

The Yough Trust company reports the second highest amount, \$145,000. Of this \$50,000 has been taken by the bank. The Yough's quota was \$126,000.

The Union National of the West Side, made the finest record in the city, insofar as outstripping a quota goes. The Union was put down for \$25,050. It has reported total subscriptions of \$104,000, having received about 2 6-7 times as much as its quota.

The Citizens' National is another bank which came nicely to the front during the closing hours of the campaign, oversubscribing its quota by nearly \$26,000. As near as officials of the bank could figure this morning, the total sales have reached \$122,000. The quota was \$36,000. The Citizens' received a subscription of \$7,000 from the Echard Coal & Coke company.

Figures on the Second were still unavailable this morning, and this bank is being credited with its quota. Whether or not the sales would go above this figure could not be indicated by Second officials this morning.

The Colonial National has also been credited with its quota, \$18,000. Not that much has been popularly subscribed, and the bank will take as its own subscription, enough to fill out the \$18,000. Just what the popular subscription is could not be indicated by H. E. Schenck, cashier, this morning. A number of small subscriptions coming in at the last minute Saturday night.

The Title & Trust company is another bank which has been figured in as subscribing its quota, \$67,000.

COMPANY D BOYS BUY MANY LIBERTY BONDS.

According to a letter from Captain Robert S. Morton, Company D of the 10th Regiment, now in training at Camp Hancock, Augusta, Ga., had bought \$14,850 worth of Liberty bonds up to noon on October 24. At that time Company D was leading the whole division in the buying of Liberty bonds, Captain Morton writes, but he expresses the expectation that "somebody will pass us." The letter was written to Alex E. Hood.

STAR JUNCTION SUBSCRIBES FOR \$30,550 OF BONDS.

The little town of Star Junction, subscribed for \$30,550 of Liberty bonds in the drive conducted last week. This was apportioned among the employees of the three companies in that section as follows: Washington Coal & Coke company employee \$25,750; Washington Run Railway employee \$2,450, and Star Supply company employee \$3,550.

The largest subscription was that of Mike Stephanic, a coke drawer at Star Junction, who bought \$3,500 worth and paid for them in cash. There were three other \$1,000 subscriptions, two of them paid in cash.

The bonds will be supplied through the First National bank of Perryopolis, whose total subscriptions reached the fine total of \$14,850. The bank will take care of subscriptions of a 10 per cent a month basis.

BOY SCOUTS GET \$269,250 IN BOND DRIVE, DEFEATING UNIONTOWN AND GREENSBURG

Five troops of Connellsville Boy Scouts won a three-cornered contest with Uniontown and Greensburg, when their sales of Liberty Bonds totaled \$269,250, according to figures compiled Saturday by Scout Commissioner A. O. Stone, who had charge of the campaign here. The local scouts nearly trebled the combined amounts of Uniontown and Greensburg. Uniontown and Greensburg, Uniontown had a little over \$18,000, and Greensburg \$74,800.

In appreciation of what the scouts here did to boost the bond issue, the clearing house association is going to present the Scout that sold the largest number of bonds and had the highest total in money with a gold medal, bearing the Scout inscription. The boy selling the second highest number of bonds will get a silver medal and the boys ranking third and fourth will get bronze medals. The Scouts who are thus rewarded are Wilson McClaren, Robert Carpenter, Brown Bigbee and Robert Schenck, respectively. McClaren sold 124 bonds for a total of \$106,050. Carpenter sold 43. Bigbee 32, and Schenck 30. Demetrius Soisson ranked fifth with 23.

The highest totals were turned in by Wilson McClaren, Demetrius Soisson, Brown Bigbee and Robert Schenck. They sold bonds worth

\$106,050; \$55,200; \$51,950, and \$31,400 respectively. The totals of the troops are: No. 1, \$65,460; No. 2, \$13,150; No. 3, \$2,300; No. 4, \$184,650; No. 5, \$3,700.

With a total of \$184,650 Troop No. 4 stands an excellent chance to take the state banner. The number of bonds sold by this troop was 616 and 14 boy members will receive war medals.

The total number of bonds sold was 794. Individual subscriptions secured totaled 554. Some of this number took more than one bond, increasing the number of bonds sold.

In Troop 1, seven Scouts will get war medals, troop 2, four; troop 3, one; troop 4, fourteen and troop 5, two. The Scouts to receive war medals for selling ten or more bonds are: Troop 1, Edgar Enos, William Brudegum, James Sheeet, Charles Berkley, Demetrius Soisson, Melvin Johnson, Homer Edwards. Troop 2, Donald Buttermire, Grant Clark, Arthur Haifield, and Robert Springer. Troop 3, Donald LaRue, Troop 4, Willard Herwick, Robert Schenck, Wayne Thompson, Robert Carpenter, Frank Reynolds, Paul Behanna, James Graham, Louis Cohen, Hyman Reider, Morris Neinick, Wilson McClaren, Albert Soisson, Brown Bigbee, and John Boyd. Troop 5, Edward Clark and Harry Enos.

COUNTY BUYS FIVE MILLION WORTH OF THE LIBERTY BONDS

Five million dollars is Fayette county's total in the second Liberty bond campaign. The response to the appeal for funds all over the country was a mighty one, but Fayette county feels that her response was more pronounced in comparison with other counties, considering the population from which the subscription was gathered, and lays claim to being the banner county of the country.

Fayette county citizens swept past four successive goals fixed by the campaigners in their subscriptions to the loan. The minimum was fixed for \$2,000,000, and that figure was reached without effort. Succeeding goals of \$3,000,000, \$4,500,000, and \$4,000,000 were quickly passed, and the total figure will likely go past the \$5,000,000 mark.

To the first Liberty Loan, Fayette gave \$2,400,000, making \$7,500,000 altogether, which the county has given to the war.

SCOTTDALE WOMEN SELL \$184,000 WORTH OF BONDS

In the Liberty Loan campaign carried on by the Women's Committee of Westmoreland county, Scottdale women turned over subscriptions amounting to \$18,650. The amount of subscriptions secured by the different women working in the Liberty Loan drive was as follows: Mrs. A. C. Overholst and Mrs. F. P. McHugh, \$13,600; Mrs. J. R. Campbell, \$2,400; Mrs. J. P. K. Miller, \$1,100; Mrs. A. S. Livingood, \$1,250; Mrs. Albert Keister, \$300; total, \$18,650.

WOMEN WORKERS SELL \$32,000 WORTH OF BONDS.

The Women's Committee, of which Mrs. S. R. Goldsmith was chairman, reported a total of \$32,000. The Third ward of which Miss Naomi Rosenblum was leader, led with a total of \$8,700.

The amount of subscriptions received by other ward leaders and their assistants was as follows: Fourth, Mrs. O. R. Herwick, leader, \$6,900; Fifth, Mrs. A. W. Bishop, leader, \$6,750; Seventh, Mrs. A. W. Hart, \$4,750; First, Mrs. Carl Horner, leader, \$2,500; Second, Mrs. William Sturgeon, \$1,500; Sixth, Mrs. John F. Torrence, \$900, total \$32,000. Mrs. Goldsmith and all her assistants feel greatly encouraged over the success in which they met with the Liberty Loan drive.

JEWS TO SAVE FOOD

Conservation Plans Announced at Big Patriotic Meeting.

At a special patriotic service Sunday night in the Jewish synagogue, prayers were offered for the success of the American arms. Declaring that this is not a war of aggression, but a war against war, S. R. Goldsmith made a stirring address on the subject, "Stand by the President." There are but two sides to the question, Mr. Goldsmith said. Either you are for America or you are against her. And anyone against America should not be permitted to stay within her boundaries.

Rabbi Strauss in his sermon compared the history of the United States with that of the Jews, bringing out the fact that liberty and righteousness have always been uppermost in the minds of both.

The synagogue was decorated with American flags and a chorus of children from the Sunday school led in the singing of "America" and "The Star Spangled Banner."

E. Horowitz, president of the B'nai B'rith lodge, announced during the service, that a committee would take up the work of food conservation and would make canvass weekly, taking the reports of the amount of food saved in the Jewish homes of the community. The committee which will handle this work is composed of Miss Lena Katz, Miss Delta Aaron, Mrs. James Rapport, Mrs. C. Caplan, Mrs. J. Elikas, Mrs. E. Horowitz, Mrs. A. M. Silverman, Mrs. M. Smith, Mrs. Sol Rosenfeld, and Mrs. S. Levy.

The services were closed by Rev. Schlitz offering prayer for the President, the Cabinet, and the commanders of the Army and the Navy.

Though the campaign closed officially Saturday, subscriptions may be made at any of the county banks any day this week. A surplus was taken at all the banks for that purpose.

Uniontown leads the cities and towns of the county, with \$1,875,000 subscribed. Brownsville has a subscription of \$610,000. Dawson subscribed \$125,000 through the First National bank. The Perryopolis total was \$100,000, as against \$50,000 for the first loan campaign. The sales in Dunbar amounted to \$22,000, of which \$12,000 came through the First National and \$10,000 through the Central National. At Smithfield the First National received \$50,000, or double what was subscribed in the first campaign. The First National at Vanderbilts made sales amounting to \$30,000. Bettendorf's total was \$145,000, as against \$45,000 in the first campaign, and Fayette City raised \$26,000, as against \$50,000 before.

To relieve present needs, the officers of the chapter have decided to ship at once all dressings which are on hand here.

In order to speed up immediately

CALL FOR MILLIONS OF SURGICAL DRESSINGS COMES FROM RED CROSS

Connellsville Women to Work Every Day Making These Much Needed Articles for Our Soldiers.

Following an appeal for millions of surgical dressings addressed to all chapters of the Pennsylvania division of the Red Cross, the Connellsville chapter has decided to immediately begin devoting more attention to this line of work, establishing classes for each day in the week and speeding up the production of dressings in other ways. The letter just received by Chairman J. Fred Kurtz in regard to the need for surgical dressings says:

"It is believed exists that the Red Cross workers of America are producing more surgical dressings than are being used. It will be quickly dispelled by the following cablegram just received from Major Grayson M. P. Murphy, American Red Cross commissioner in France:

"Red Cross standard dressings in millions must be sent over with all possible speed. If this is not done immediately a serious calamity and national disgrace is inevitable. The American Women who compose the Red Cross chapters should prepare with all the enthusiasm and speed possible the dressings which are going to mean life or death to our own men."

To visualize the great need of surgical dressings, the letters suggest, one has to reflect that only a few weeks ago two and a half millions of surgical dressings went down in one ship, and that the cases are numerous where an entire box of dressing is used on one patient.

"It is imperative," concludes the letter, which is signed by Charles Scott, manager, "that the women of the Red Cross chapters of the Pennsylvania division make every possible effort to increase largely the needed supply of surgical dressings that the front is calling for."

In order to speed up immediately the output of dressings, Mrs. John L. Gans, who has charge of this part of the Red Cross work, will at once establish classes for each day in the week, to prepare dressings, instead of two days a week, as at present.

To relieve present needs, the officers of the chapter have decided to ship at once all dressings which are on hand here.

CONDUCTOR DIES

Jack Pitcairn, Well Known to Travelers of P. R. R. Succumbs.

A. J. Pitcairn, known to thousands of Western Pennsylvanians, particularly to those who traveled between Pittsburgh and cities and towns along the Southwest branch of the Pennsylvania railroad, as "Jack" Pitcairn, was here last Sunday.

His sister, Mrs. S. A. Little, in East End, Pittsburgh.

Mr. Pitcairn began his railroad career with the Pennsylvania railroad. At the time of the Johnstown flood he was running between Pittsburgh and Altoona, and on that fatal day his train was held up by the surging waters that swept a city off the map. Later Mr. Pitcairn ran the Southwest Express between Pittsburgh and Fairchance, and during his long service on this run he became intimately acquainted with thousands of persons who were his regular passengers. He was unmarried.

Mr. Pitcairn died Saturday morning at 5:30 a.m. The cause of death was a heart attack. His widow, Mrs. S. A. Little, and one half-brother, George F. Pitcairn of Connellsville, were present at the funeral.

Having resided in Connellsville for about 49 years, Mrs. Pitcairn was widely and favorably known. For the past 38 years she had resided in the old Pitcairn homestead in Carnegie avenue. Deceased was born in Carrollton, Cambria county, October 25, 1847, a daughter of the late Joseph and Katherine Houck. Her girlhood days were spent in Cambria county. She was married to Peter Pitcairn in the Catholic church at Summitville, near Cresson. After spending the earlier part of their married life at Summitville, Mr. and Mrs. Pitcairn came to Connellsville to reside. To the union 11 children were born, seven surviving as follows: Mrs. George Werner of Perry; W. H. Pitcairn, Mrs. Katherine Weidinger, Mrs. Daniel Wilhelm, A. D. Pitcairn, Miss Gertrude Pitcairn, all of Connellsville, and Mrs. James Gibson of Los Angeles, Cal. Three brothers, George, Honck of Nicktown; John Honck of Carrollton; Joseph D. Honck of Hastings, Pa.; three sisters, Mrs. Mary McLean of Iowa, Mrs. Henry Arble of Dubois, and Mrs. Margaret Burns of Barnesboro, Pa., and 16 grandchildren also survive. Mr. Pitcairn's death occurred 21 years ago, in 1896. Mrs. Pitcairn was a member of the Immaculate Conception church, always taking a great interest in any work in connection with the church. By her kind and gentle manner she won the friendship and esteem of all with whom she came in contact.

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MRS. JOHN ROBBINS.

Mrs. Carrie Swearingen Robbins, 22 years old, wife of John Robbins, died Friday afternoon at her home in Dunbar following a two weeks' illness of typhoid fever.

Mrs. Robbins was a daughter of the late Andrew Swearingen of Mount Braddock. She survived her husband, three children, her mother, three sisters, Mrs. Minnie McLean of Uniontown; Mrs. Lou Matthews of Mount Braddock, and Mrs. Arthur Rashberg of Dunbar, and one brother, George Swearingen of Peninsular.

MISS RUTH CAMPBELL.

Miss Ruth Campbell, 61 years old, died Friday morning at her home at Scottdale following a lingering illness. Deceased was a daughter of the late Mr. and Mrs. Morgan Campbell, who is survived by two sisters, Miss Mary Campbell of Scottsdale and Mrs. Cummings of Tarentum. Miss Campbell was a cousin of Mrs. A. E. Wax.

Not a Slacker.

WOMEN NO LONGER SLACKING IN RED CROSS ACTIVITIES

Splendid Response Is Made to Call for Increased Number of Workers.

WONDERFUL CHANGE SEEN

Where Only a Few Women Used to Convene Daily at Headquarters Now Rooms Are Crowded; Supervising Seamstresses to Take Charge.

The Jack of interest and general apathy existing among such a large portion of the members of the local Red Cross chapter has almost overnight changed into acute, zealous enthusiasm, reports received by Chairman J. Fred Kurtz indicates. Where before but a handful of women were found at the Red Cross headquarters in the Federal building, the workrooms are now overflowing with loyal women anxious and willing to work, Mr. Kurtz says. The women of Connellsville have responded in splendid fashion to the appeal made by the officials of the chapter for more workers, and it is very likely that both additional rooms and more machines will be necessary very soon to take care of the increased number of workers. It is especially gratifying to the officers of the chapter, Mr. Kurtz says, to have so many women offer their services at this time, when the Connellsville chapter has just been advised of the great and imperative necessity for certain Red Cross activities being sent forward quickly.

An arrangement just concluded

Mrs. Louise Reynolds, an experienced and capable woman, has been employed as supervising seamstress to take charge of the work rooms in the Federal building and will assume her new duties Monday. Mrs. Reynolds is well equipped to assume her new duties here, having had charge of similar work at her home in Reedville, Pa., which is a branch of the Juniata Valley chapter.

From October 29, the work rooms

will be kept open each day for the use of those who volunteer their services, instead of irregularly, as in the past. Mrs. Reynolds is the mother

of Miss Anna B. Reynolds, a teacher in the local schools, and will have

charge of the work rooms for an indefinite period. She will plan the work, see that sufficient raw material is prepared for the use of the workers, and give instructions both in sewing and knitting to any who are inexperienced in doing same. The employment of Mrs. Reynolds places the work rooms on a substantial business basis that will be a decided and desirable improvement, and it is expected that the amount of work turned out as well as the number of workers who respond will be largely increased. Local women who had charge of the work in the past have accomplished wonders with their limited amount of help and the handicap under which they were working.

Superintendent S. P. Ashe announced today that at a meeting held yesterday afternoon, the 67 teachers of Connellsville unanimously voted to set aside the Red Cross work every Saturday morning from now until the war ends. Half of the total number will sew and knit two Saturday mornings in the month, and the remainder on the other two Saturday mornings.

NEGRO DRAFTEES DINED

Men Who Are to Leave for Camp Tuesday Tendered Banquet.

Twenty-four colored draftees, some of whom have been exempted from service, were tendered a banquet Friday evening in the Mt. Zion Baptist church, West Side, under the auspices of all five colored churches of Connellsville. The draftees formed at the West Penn building and marched to the church, preceded by the Colored band. A royal banquet was here served; the delicacies including chicken in all styles. Addresses were made by Captain Harry Dunn and Dr. J. F. Kerr of the No. 2 draft board; Joshua Thompson; Captain Harry Mills, U. S. A. of Vanderbilt, home on a furlough; T. H. Brown and Mr. Stout.

Music was furnished by the band, and a patriotic solo was rendered by Mr. Jenkins. Rev. Allen of the A. M. E. church played. Women of the five churches served. Altogether the affair was a successful one, largely due to the efforts of M. J. H. Carpenter, chairman of the committees, which the banquet and reception in charge.

BRIDGE WIDENED

Narrow Span at Trotter Now Permits Passing of Two Vehicles.

The bridge spanning the river just opposite the Trotter school house was widened two feet on each side last week, thus making it possible for two vehicles to pass. Accidents and near accidents were frequent when the iron railings on each side of the old narrow bridge were in place.

Another improvement along the Connellsville-Untown road made recently is the laying of new bricks where the trolley tracks cross the road at the Greek church.

Traffic is now permitted to go through Leisenring No. 2 without deviation through the plows. Concrete curbing has been built on both sides of the road half way through the village and indications are that this will be the extent of this year's activity toward completion of the paving soon to be let two years ago.

Annual Farmers' Week.

The Pennsylvania State College school of agriculture and experiment station's annual Farmers' Week this year will cover a period of four days from Wednesday, December 26 to Saturday, December 29, inclusive.

COUNCIL WILL PAY OLD SEWER BILL IF FOUND TO BE LEGAL

Solicitor to Decide What Shall be Done With Haines-Kurtz Company Claim.

The personal request of A. M. Haines of the Haines-Kurtz company for settlement of a claim for \$426.65 against the city for a sewer constructed by the company on Davidson avenue in 1913 resulted in council's decision last night to refer the matter to Solicitor Higher for an opinion.

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NOVEMBER 12 LAST DAY TO MAIL XMAS GIFTS TO SAMMIES

Parcels Sent After That Date Can Not Be Guaranteed Prompt Delivery.

THREE CENT LETTERS SOON

Post office Making Preparations to Collect War Tax on First Class Mail Matter on Next Friday; Private Postcards Take Two Cents

The post office today announced that Christmas parcels intended for soldiers in France must be mailed at the Connellsville office not later than November 12. This will necessitate some hustling on the part of the many local relatives and friends of soldiers over seas.

Complete instructions as to how to mail parcels to the American Expeditionary forces, as issued by the Postal Department will be printed in The Courier tomorrow.

Postmaster W. D. McGinnis and his forces are making preparations for putting into effect the increased rates for first class mail matter next Friday, November 2. From that date all letters and postcards will cost one cent more than on all first class matter. The provisions are given briefly as follows:

Postage at the rate of three cents an ounce shall be paid on all letters and other first class matter, except drop letters. (The present rate is two cents an ounce.)

All drop letters, that is, letters mailed for delivery from the office at which posted, including those for delivery by rural or other carrier of such office, shall require postage at the rate of two cents an ounce.

Postal cards are required to be prepaid two cents, and, therefore, the one-cent postal cards must have a one-cent postage stamp affixed to them in addition to the one-cent stamp impressed upon them.

Post cards (private mailing cards) bearing written messages must have two-cents postage prepaid on them.

The Dunbar township high school team swamped South Brownsville high at the Leisenring field Saturday afternoon, 39-0. The visitors had no chance to score at any period of the game, and were helpless to hold the township boys. O'Laughlin featured with long runs, and was unerring in kicking goals, dropping the ball between the uprights three times. He also scored four touchdowns, Bates and Stoner getting one each.

The home: Dunbar township - Moon, right end; Jones, right tackle; Cunningham, right guard; Connor, center; Mosser, left guard; Moore, left tackle; Oldland, left end; Stoner, quarterback; Bates, left half; Costin, right half; O'Laughlin, fullback.

South Brownsville - Craft, right end; Lutten, right tackle; Haines, right guard; Roberts, center; Watkins, left guard; Stewart, left tackle; Sorris, left end; Orr, quarterback; Seaman, left half; Wright, right half; Sawyer, fullback.

Referee - Linney. Umpire - Strop Head Linesman - Scourfield.

EXAMINER APPOINTED

Dr. Hazlett to Make Medical Tests of Dunbar Township School Children.

Dr. J. H. Hazlett of Vanderbilt, has been appointed examining physician of the schools in Dunbar township.

A resolution was adopted notifying C. W. Bettler to finish the pavement in front of the J. M. Reid property, or the city will take over the work already done and complete the job.

Mr. Duggan stated that Mr. Bettler stopped work when he was notified to do the job right.

Connell will meet again Monday night to receive bids for bricks for the Race street paving. Two bids already received are, Solson, \$33 a thousand; Dunbar, \$22.

FOUR NEAR DEATH

Car Overturns, Following Collision on Bridge Near Butler.

Four persons, including an aged woman and a baby of a few months miraculously escaped death Sunday evening near Butler when the automobile in which they were riding was overturned, following a collision with another car on a narrow bridge in that section. Philip McClain of Dunbar was driving the car, the other occupants being his mother, Mrs. McClain, and a Mrs. Hughes, also of Dunbar, and her baby. None of the occupants were injured. The accident occurred when the two cars, attempting to pass side-by-side on the bridge, McClain's car going over the bank at one end of the bridge and overturning.

J. Scragg Marshall, who was driving home to Uniontown from Connellsville, arrived on the scene just as Mr. McClain was picking himself up. The two women and the baby were found under the car, but not even sustaining scratches. The car was badly wrecked. Mr. Marshall took the party into Uniontown.

COMPANY COOK NOW

Albert Rose Helping Fred Engineers at Camp Meade.

Experience which Albert Rose got while demonstrating aluminum cooking utensils resulted in his getting to be head cook for Company C, 23 Engineers, soon after arriving at Camp Meade, Annapolis Junction, Md. In a letter to his parents, Mr. and Mrs. F. C. Rose of North Pittsburg street, he says that when his captain asked for volunteers to cook for the company he responded, declaring that he could cook a little. After a tryout and some instruction he found himself holding down the chief cook's post with \$10 a month increase.

You might think the number of automobiles that gather at the Uniontown Speedway is a whole lot," the letter goes on, "but you should have seen the mela last Sunday."

To Deliver Address.

F. W. Jones, supervising principal of Connellsville and Lower Tyrone township schools, will deliver an address on "Geography," and conduct a conference on the same subject, at a teachers' institute to be held November 24, in the Mount Pleasant township high schools. The institute takes place in Mount Pleasant borough, Mount Pleasant and East Huntingdon townships.

To Take Soldier Vote.

Attorney J. Kirk Renner has been appointed by Governor Brumbaugh as one of four men as commissioners to take the vote of the Pennsylvanians in training at Camp Gordon, Atlanta, Ga.

Advertisement in The Weekly Courier.

TEACHERS OF TWO COUNTIES ORGANIZE AT MEETING HERE

A. E. Woodhead, City High School Instructor, President; 100 Members Now.

Teachers of Fayette and Westmoreland counties have been organized into a union.

At a meeting of the pedagogues last night in MacCabe hall here, it was announced that a charter had been granted by the American Federation of Teachers, after consideration by the executive council, to teachers of the district embracing Fayette and Westmoreland counties, the local to be known as No. 13. The charter was applied for at a previous meeting. The local has at present nearly 300 members. There are perhaps 500 teachers in the two counties.

A. E. Woodhead, teacher of biology

in the high school here, was chosen president of the local last night. Miss Helen Eckman of Everson was elected vice president. Joseph Miller of Dunbar township will be corresponding secretary and recording secretary, and Miss Pauline McDonald, local girl who is teaching in Connellsville township, financial secretary and treasurer.

Urgent teachers will be enrolled

in the union at the next meeting

of the executive council, to be held

at the "big" canteen.

Three Cent Letters Soon

Post office Making Preparations to Collect War Tax on First Class Mail Matter on Next Friday; Private Postcards Take Two Cents

The post office today announced that

Christmas parcels intended for

soldiers in France must be mailed at

the Connellsville office not later than

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THOUSANDS MARCH OVER WET STREETS IN LIBERTY PARADE

Most Remarkable Event in the City's History Part of Patriotic Demonstration.

BUSINESS HOUSES CLOSED

Connellsville Shows the Staff She is Made of When Men, Women and Children Traverse Streets in Heavy Rain in Bond Boosting Celebration.

With the disagreeable rain pouring down, and with slush and snow covering the streets over which they marched, 750 people of Connellsville, men, women, boys and girls, paraded over a long route which took an every section of the city Wednesday to boost the second Liberty Loan. "Let's show them what we're made of," the general committee on the celebration of Liberty Day had said yesterday morning in an appeal to all to come out and march in spite of the rain. "Let's show them what an intensely patriotic community this is." And that is just what the Connellsville people did. The event was without doubt the most remarkable in the city's history, far more remarkable than it would have been had clear weather brought out even double the number which marched yesterday.

The town was completely closed up yesterday, and everybody was downtown to see, if not to participate in, the parade, and to attend the "rally." The Soissons was completely filled, and for a time it seemed that an overgrown meeting would have to be held in some other building. Stores, offices, bars, schools, were alike closed for the afternoon. The people turned out and braved the elements, sheltered by raincoats, umbrellas, and rubbers, to show that they are heartily in sympathy with this phase of the fight to beat "Babal Bill."

The parade began shortly after 3 o'clock, going from Fayette and Pittsburgh streets, the point of formation, to the South Side, then back through the downtown section, to the West Side, disbanding at the Soissons. Three bands were out, and it took quite a while for the 750 or more people to pass a given point.

Leading the procession were Chief of Police E. Rotter and two of the force, Charles Shipton and D. H. Turner. They were followed by Grand Marshal Robert Morris and the following five, each carrying a big flag: Colonel J. J. Barnhart, Civil War veteran; Thomas R. Cunningham, Spanish War veteran; Eliza A. Bailey, drafted who leaves with the next quota; Brown Higbee, Boy Scout; and Joseph Crotton, Parochial Cadet. Eight of the ministers of the city followed. The Connellsville Military band preceded a body of city officials which included Mayor Rockwell Martin, Councilmen L. W. West, M. B. Price, and John Duggan, City Clerk. A. O. Bixler and City Engineer S. M. Foutz.

Three automobiles carried 12 of the veterans of the Civil War. These were the only machines in line, with the exception of the fire trucks which brought up the rear. A delegation from the Navy League, carrying a big flag, followed, and after them came the bankers, including directors and employees, of the city, about 50 strong. Next marched merchants and store employees, and after them these barbers: R. V. Rendone, Pasquale Grimaldi, F. Simone, S. Taccone, Edward Gaster, J. Pasquale, Ross Prestia, J. Caterina, J. Manouse, W. Gherriero.

The Parochial Cadets, with about 30 in line, made a fine appearance. Led by John Collins, they were natty uniformed and each carried a gun. At the head of their column were banners boasting the loan.

The Italian band headed a division of the parade which was particularly noteworthy. It included the Columbus Fraternal society, the Concordia Lodge of the Sons of Italy, and members of the Sacred Heart society. Altogether, there were about 150 Italians in line, including the members of the band. "Our purses are at the disposal of our adopted country," one of the banners proclaimed, while another called attention to the fact that 105 Italians of Draft Districts 2 and 5 were already in camp. A handsome Italian flag was carried opposite the Stars and Stripes at the head of the Concordia Lodge delegation.

Next in line was the W. A. Edic Bible class of the First Presbyterian church, with about 30 of its members marching. Following were men from other churches, about 30 strong. The Leisenring No. 1 band followed.

The Boy Scouts had a turnout of about 70. Commissioner A. O. Stone and Scoutmaster W. O. Adrian were in charge, and the boys who have been doing so much to aid the sale of Liberty bonds made an impressive showing. They carried slogan banners with messages such as "Buy a Bond and Help Beat Babal Bill." Teachers and school girls were followed by the school officials and ward principals and the boys.

About 25 or 30 Red Cross members, led by Chairman J. Fred Kurtz and Vice Chairman Katherine Wakelock, were in line, and several of the women who have been selling Liberty Bonds also marched.

West Penn employees of both office and mechanical forces, numbering about 100, followed. They were headed by the local department heads. The Wright-Metzler store had 38 employees in line and the Krocster store 17. The former delegation was led by F. W. Wright and the latter by Alfred Krocster. There were a handful of high school boys in line. A number of boys followed them and the firemen on two automobile trucks, the hook-and-ladder and No. 3, brought up the rear. The Kurtz drum corps was in line for part of the time.

Practically every one in the parade carried an American flag, and the sight

of the colors in such profusion was thrilling and impressive.

PATRIOTIC SPEECHES FOLLOW THE STREET PARADE

Patriotic speeches, each touching upon a different phase of the necessity of buying Liberty Bonds and thus aiding the government prosecute the righteous war, made by men who are as patriotic and loyal as they urge others to be, featured the meeting which followed the parade, in the Soissons Wednesday afternoon. Dr. Robert McDonald of Homestead, Congressman Bruce F. Sterling of Uniontown, Dr. George P. Donehue of Coopersport, and Rev. John T. Burns of Connellsville were the speakers.

The meeting began shortly after 4 o'clock. The stage presented a pretty picture with flags placed tastefully, and a big Liberty Loan banner hanging from one of the drops. Seated on the platform were members of the committees which have had charge of the celebration, the five representatives of the patriotic organizations, elsewhere mentioned, singers, and others. At the front of the auditorium was the Connellsville Military band was stationed and in the balcony was the Italian band.

Linn F. Ruth, chairman of the speakers' committee, presided, and after stating that the object of the meeting was well-known, and making few preliminary remarks, he introduced Rev. J. L. Prouty of the First Presbyterian church, who prayed for the successful conclusion of the war "not with malice or hatred but to carry out the purposes of Almighty God that we may bring about the time when all may live in peace."

Mr. Ruth then rose to remark that it makes no difference why or how we got into this war. The time for arguing about that is past, he said, and we are in it to carry it to success.

After speaking of the oversubscription of the first Liberty Loan, he said, "We are now called upon again, and this is not all we will have to do. We will be called upon again and again, as long as we are in the war. Today we are not notified of what we ought to do, but what we have to do. Connellsville has raised \$500,000 for the Second Liberty Loan. This amount, I am glad to say, has already been subscribed for by the banks of Connellsville, who are protecting the community in this way. We feel gratified by the receipt of \$100,000 from Edwin S. Porter, a town boy. But I want to say that the government looks upon a \$50 bond just as kindly, and feels that it has just as much of a place in this loan. It's up to us to make this issue a success, and we'll do it. If Old Glory goes down, by Heaven, we'll go with it."

A RIGHTEOUS WAR

SAYS DR. MACDONALD

Rev. Dr. Robert MacDonald, pastor of the First Baptist church, Home stead, made the first address of the afternoon, beginning by commanding the splendid parade which had taken place in spite of the weather.

"As a man of the gospel, I say this war is a righteous war," he said. "In fact, all our wars have been fought, not for selfish motives, but that we might keep democracy safe for ourselves and for others. In this war we are fighting German autocracy, German militarism, German cruelty, German crime. We are taking the offensive against their dastardly deeds for our own sake and for the sake of the world at large."

Dr. MacDonald is an American by adoption, having been born in Scotland. "And there are none more loyal than we Americans of this class," he said.

"But we must come out victorious," Rev. Burns declared. "You can't be stingy with the government which gave you all. What is your sacrifice compared to that of the boys who are doing the fighting. Do your share as it lies within your power. Help your country, for your country comes after your God."

During the rally a men's chorus consisting of R. E. Grim, James Charlesworth, John Davis, J. A. McCleary, William Griffith, H. C. Davis, and W. F. Brooks, sang the "Connellsville Liberty Loan Song," the words of which were written by William P. Sherman, and the audience, led by the band, sang "America," and "The Star Spangled Banner." Rev. G. L. C. Richardson of the First Methodist Episcopal church, closed the meeting by pronouncing the benediction.

NOT A SLACKER

JAMES LOWE DISPROVES CHARGES AGAINST HIM IN U. S. COURT

James Lowe, Third ward man who was arrested and charged with being a slacker, was cleared of the charge at a hearing before United States Commissioner Knox in Pittsburgh Wednesday. Mr. Lowe did not register on June 5 and it was claimed that he was within the age limit of 31 and should have done so. Mr. Lowe was thought to have been born on May 24, 1887, but produced evidence yesterday to prove that his birth date was just one year earlier, making him just above 31 on registration day.

Mr. Lowe was discharged and was anxious Thursday to let everybody know that he is perfectly "straight" and not a slacker.

ACTING SERGEANT NOW.

Frank Patrick of West Side Promoted at Camp Lee.

Frank Patrick, of the West Side, who left here with the second contingent of drafted men from District No. 2, has been appointed acting sergeant, according to word received by his brother John Patrick. The soldier has been acting as a corporal since shortly after his arrival at the camp.

Patrick is among those who did not south with the other Connellsville draftees. He expects to be in charge of drafted men to be sent to Camp Lee in the future.

Advertise in The Weekly Courier.

available money in the bonds, and was borrowing money at six per cent to lend to his country at four per cent, being glad to pay the two percent, or \$20 on \$1,000, to maintain the opportunities and privileges which the United States government gives one.

Mr. Sterling spoke of the German intrigue in this country, even before the war began. "You didn't know," he said, "that Germany has spent immense sums of money to perfect her spy system in the United States. You didn't know how she had tried to influence the Southern negro to rise up against the whites and had promised him aid, and finally, empire in the South. And I am glad to say she found the patriotism of the Southern negro incorruptible. The Mexican insurrection and invasion of our border was another product of German intrigue. Mexico was promised Texas as a reward for her efforts."

LIBERTY BONDS OR

THE BONDS OF SLAVERY

Dr. George P. Donehue of Coopersport, formerly of Connellsville, talked of the loan from the standpoint that it meant not sacrifice, but a good investment. Furthermore, he declared that we might be fighting for a world democracy, all right, but that we were fighting more than that to save ourselves.

"The only thing that prevents Connellsville from being in the first line of trenches is the fact that the British navy has German navy bottled up," he said. "It's a case of Liberty Bonds or slavery bonds for us. The bond does not mean a sacrifice or patriotic gift, but an investment which is the safest on earth. If Liberty Bonds are not good investments, then there are no good investments today."

He predicted that the conflict would last four years, and that when the casualty lists began coming to Connellsville, the people would wake up to the situation as they have not thus far. Fayette county, he said, had always paid a bigger price in all the country's wars than any other part of Pennsylvania. "It's not necessary to try to arouse patriotism here," he said. "It's in the air." He talked of the seriousness of the conflict into whose twilight we now enter, and whose darkness will soon come, saying that he had heard it declared that he was big question whether we would be successful in the war or not, and urged by urging that "we pledge not only our lives, our fortunes, and our sacred honor, but pledge also our money, least of our possessions, to win the war."

BUY THESE BONDS, URGES FATHER JOHN T. BURNS

Father John T. Burns, the fourth speaker, felt that there was nothing left for him to say. "I advised my people to buy bonds Sunday and I am more in earnest than ever in urging them to buy today," he said. Speaking of the war, he said that we held no hatred for the German people, but that we did despise their form of government and the heads of that government.

"I was thinking," he said, "as I was marching this afternoon of the boys fighting in the mud and slush of the trenches—for us. Many have gone, more are going. We who are quiet and peacefully living at home must support them. I'm not pessimistic about the war. I feel that there will be better days after the war is over." Father Burns then took the opposite stand from Dr. Donehue who felt that the days of reconstruction would be even more terrible than those of the war.

"But we must come out victorious," Rev. Burns declared. "You can't be stingy with the government which gave you all. What is your sacrifice compared to that of the boys who are doing the fighting. Do your share as it lies within your power. Help your country, for your country comes after your God."

During the rally a men's chorus consisting of R. E. Grim, James Charlesworth, John Davis, J. A. McCleary, William Griffith, H. C. Davis, and W. F. Brooks, sang the "Connellsville Liberty Loan Song," the words of which were written by William P. Sherman, and the audience, led by the band, sang "America," and "The Star Spangled Banner." Rev. G. L. C. Richardson of the First Methodist Episcopal church, closed the meeting by pronouncing the benediction.

ATTITUDE OF W. C. T. U.

On Certain Issues Reaffirmed in Resolutions at Recent Convention.

At the recent state convention of the W. C. T. U. held in Greensburg, resolutions were adopted commanding the White Ribboners for the enthusiasm and devotion and sacrifice with which they continue to respond to the call to patriotic service, and "the wisdom of the United Committee on War Temperance Activities in co-operative and centralized effort for the safety of our soldiers."

The organization placed itself on record "as opposed to the consumption of food or alcoholic beverages or shipment to our allies so long as they use foodstuffs in the manufacture of liquors for beverage purposes." A protest was entered against intoxicating drinks being served to our soldiers in France, and all members were urged to renew the efforts for the passage of a nation-wide prohibition amendment to the federal constitution. Members were asked to exercise a strict censorship of the moving picture shows in their communities. A protest was entered against sending to our soldiers in France and all members were urged to renew the efforts for the passage of a nation-wide prohibition amendment to the federal constitution. Members were asked to exercise a strict censorship of the moving picture shows in their communities. 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WINNING THE WAR IS THE BIG THING SAY THE STEEL MEN

Unnecessary Things Should Be
Left Undone Until After
the War.

STEEL GREAT WAR FACTOR

Of Importance Second Only to That
of Food: No Excuse for Neglect,
Delay or Interruption in Its Pro-
duction Can or Will be Accepted.

At the annual convention of the American Iron & Steel Institute held in Cincinnati, beginning last Friday, the main thought of the speakers was that the duty of business, industry and individuals is to bend every energy toward winning the war. Robert Johnson, a leader in the steel industry of Canada, said in part:

"We used to call the Americans our cousins, but we have a dearer name now—they are our brothers—our brothers in arms. We have admired the splendid energy in which the United States has been preparing for the war. You are not really in it yet." When those horrible casualty lists come then you will realize more fully the meaning of this war."

James A. Campbell, president of the Youngstown Sheet & Tube company said:

"There is not much more worth while now, except to win the war. The matter of making money or of doing things that are not necessary for the war are no longer important considerations. The unnecessary things should be left undone; all energies must be devoted to winning this war."

James A. Farrell, president of the United States Steel Corporation, made the declaration that the United States Shipbuilding Commission should build 8,000,000 tonnage instead of only 3,000,000 in the next 18 months. "The requirements of shipbuilding alone will tax the steel industry to its capacity, and economy should play a leading part in this," he said.

In his address Judge Elbert H. Gary, president of the institute asked the delegates to pledge themselves to do their utmost for the service of their country. As one man the assemblage rose in unanimous approval of the suggestion. In his address Judge Gary in part said:

"The Allies are possessed of the necessary elements of strength. They have at least three men against two."

"The next thing in importance is food. In this respect the resources of the allied countries for each person far superior to those of the enemy."

"The next in rank of necessity is steel. Without this neither side could maintain an adequate offense or defense on any battlefield, provided the opposing force were well supplied. The Allies have a productive capacity of steel three or four times as large as the Central Powers. Of course, steel and what is produced from it goes hand in hand—the necessary explosives. The country which is greatest in finances, all other things being equal, will eventually succeed. The financial strength of the allied nations is many times greater than those of Germany and her allies."

"We occupy a position of the highest importance in the present war. Our country and its allies in the international conflict need every pound of steel which can be produced. No excuse for neglect, delay or interruption will or can be accepted by the government. It is up to us to prove our continued loyalty to the government; but more than that our loyalty to ourselves in the performance of duty."

BIG SHIPYARD MERGER PLAN

All Bethlehem Steel Company Subdi-
visions of This Character to Re-
come One Corporation.

A new corporation to be known as the Bethlehem Shipbuilding Corporation, limited with an authorized capital of \$12,500,000, has been formed to take in all of the smaller subsidiary companies and shipyards engaged in ship construction and operation for the Bethlehem Steel Corporation.

The corporation, organized to promote efficiency and standardization in ship construction, will band the interests of the Union Iron Works, Drydock Company, Fore River Shipbuilding Corporation, Harlan & Hollingsworth Corporation, Samuel L. Moore & Sons Corporation and the shipyard at Sparrows Point, Md., now operated by the Bethlehem Steel company. It controls these plants by purchase or by lease. All of the stock to be issued by the new corporation, amounting to \$12,500,000, with the exception of the qualifying shares for the directors, will be owned and retained by the Bethlehem Steel Corporation or its subsidiaries.

All contracts for ships hereafter taken by Bethlehem interests, the announcement said, will be taken in the name of the new corporation. The choice of J. W. Powell as the operating head of the corporation, it was said, was due to his familiarity with the construction of naval vessels as well as commercial ships and particularly with the preparations necessary for the new destroyer program. He will have his headquarters at South Bethlehem, where the centralized organization will be located.

At the Point of the Bayonet. Congressman Cantress of Kentucky, when before the Fuel Administration a few days ago on the coal situation in his state, urged that the government place soldiers in charge of the mines and operate them at the point of the bayonet.

DISTRIBUTION THE PROBLEM

Fuel Administration Announces Its Plan of Speeding the Movement of Coal From Mines to User.

The program of the Fuel Administration in the direction of a better distribution of coal, which is recognized as the problem of greatest immediate importance, has been announced as follows:

To provide an adequate and regular supply of fuel to the railroads, which is indicated by the order issued in connection with the fuel supply of the Pennsylvania Railroad, which has been extended to include the Baltimore & Ohio Railway, and will shortly be applied to other roads, as obviously the railroads can not be expected to move the enormous amount of freight which they must handle, unless they are provided with sufficient fuel with which to do so, and it is in the interest of the conservation of equipment that this supply be obtained regularly from mines in close proximity to where the coal must be used.

This will avoid the necessity as is now the practice, of holding several thousand cars of coal under load for fuel purposes. It will also eliminate the necessity of transporing coal from one district to another, which will result in a saving of both cars and motive power, of which the railroads are short. It will further avoid confiscation of coal, which has been necessary in some instances in order to provide the railroads with sufficient fuel.

When the adequate and regular supply of fuel has been accomplished, we expect to issue a rule confining coal cars to the coal trade, with such exceptions as are proven necessary, and to compel the return of empty coal cars to the originating line.

The matter of preference in movement of coal cars, both loaded and empty, over other slow freight is receiving consideration, and it will undoubtedly be necessary to issue a rule at an early date that preference be given to food and fuel. The situation today is the railroads are congested, and are unable to move to the market the coal which is offered them for transportation. This is due to the enormous amount of freight which they are called on to handle. We believe the program thus briefly outlined, when put into effect, will result in an increased car supply to the mine, and will accomplish an increased production sufficient for necessary requirement.

CONGESTION IS BECOMING WORSE

Panhandle Only Road Which Shows Signs of Improvement; Yards and Juncions Are Trouble Spots.

With the sole exception of the Panhandle, every railroad operating in the Pittsburgh district is in worse plight than it was a week ago, says F. A. Layman, railroad editor of the Pittsburgh Dispatch. Surveys fail to disclose a increase of traffic congestion anywhere within a radius of 60 miles of Pittsburgh, except in the Scully and Corliss yards, which improvement permitted the Panhandle, during the early part of the week just past, to raise the embargoes upon both east-bound and west-bound freight. No abatement of the trouble is apparent in any of the Youngstown terminals, except the Hasletown yard of the Pittsburgh & Lake Erie railroad, where train movement is somewhat freer than formerly.

Conway, despite the constant efforts put forth by the Pennsylvania management to clear it, continues an insuperable barrier to direct traffic via the Fort Wayne route between Pittsburgh and Chicago, while New Castle Junction, as it has been all along, is the trouble spot for the Baltimore & Ohio, although less aggravatingly so than previously while its nearer terminals exhibit some improvement, but are far from normal. The Pennsylvania is free from both line and terminal trouble, perhaps, than any of the other roads that operate out of Pittsburgh.

The Pittsburgh & Western is possessed of much new motive power and rolling stock, and it is handling more business than ever before and expeditiously, affording Pittsburgh, the both inbound and outbound facilities for reaching its destination without becoming involved in the traffic maelstrom that has swallowed so much that was routed otherwise.

But even making due allowance for the exceptions to the troubled conditions noted the traffic situation in and about Pittsburgh cannot accurately be portrayed as encouraging and the railroads make no secret of the fact that they hope for the best they fear the worst as they approach the threshold of winter.

GRAVE MENACE

Exists in Italy Over Shortage of Coal for Domestic Use.

Further details of Italy's serious economic situation, while her soldiers are pressing the Austrians at the front have reached this country in official dispatches.

Producing no coal within her own territory, Italy depends for many of her other supplies upon the outside world, which now virtually means the United States. England requires all her shipping for her own purposes.

The situation is now so grave that there is almost no coal for private consumption and few furnaces will be lighted this winter in either Italian hotels or private houses. Even military operations are hindered.

McCaleb Advanced.

W. B. McCaleb, superintendent of the Philadelphia division of the Pennsylvania railroad and known in Connellsville as the brother of the late J. S. McCaleb, has been made general superintendent of water companies to succeed the late George S. Cheaney.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

		ORIGINATING DISTRICT.		
		Connellsville	W'moreland	O'brien
Rate per Gross Ton of 2,400 lbs.		\$2.15	\$2.00	\$1.75
Baltimore, Md.		2.15	3.00	1.85
Chester, Pa.		2.15	1.70	1.85
Harrisburg, Pa.		2.15	1.85	1.45
Johnstown, Pa.		2.05	1.90	1.45
Lubbock, Tex., P. R. R. & C. R.		2.40	2.28	1.85
New York, N. Y. (B&H)		2.80	2.55	2.00
New York, N. Y. (B&L)		2.15	2.00	1.75
Philadelphia		2.15	1.85	1.75
Sprawlers Point		2.15	1.85	1.75
St. Louis, Mo.		2.15	1.75	1.75
South Bethlehem, Pa.		2.25	2.10	1.85
Syracuse, N. Y.		2.20	2.00	1.90
To ATLANTIC PORTS via P. R. R.				
Grover City, local		1.90	1.75	1.80
Greenwich, export		1.70	1.65	1.80
St. George, Com. Export		1.65	1.90	1.65
Sumter, S. C., P. R. R.		1.65	1.65	1.70
Hammond Cove		2.20	1.85	1.70
Granville		2.10	1.85	1.80
Canton, Ohio, local		1.90	1.75	1.80
Canton, Ohio, export		1.65	1.45	1.25
To ATLANTIC PORTS via P. R. R.				
St. George, Com. Port		2.40	2.25	
St. George, Com. Export		1.65	1.50	
Philadelphia Coal Ports		1.90	1.75	
Philadelphia, for Export		1.70	1.65	
Curtis Bay Pier		1.90	1.75	
Curtis Bay Pier, for Export		1.65	1.45	

The rate from the Fairmont District to Johnstown is 78c. Monroe.

The Connellsville-Karns application points on the Southwest Branch of the Pennsylvania railroad south of Buffaloe; from points on the Pittsburg, Virginia & Charleston railroad; and on the Monongahela River railroad.

The Fairmont Rate on shipments from points east of Sutererville, Pa.; from points on the Smithfield & Monaca Branch and from the Fairmont Region of West Virginia.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Buffaloe; south to and including Brownsville and Braxwell on the Pittsburg, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and westward to Monaca, Run and southwest to and including Brownsville on the New York Central railroad.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Buffaloe; on the Pittsburg, Virginia & Charleston except Braxwell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Point Marion, Pa.



Coal Property Wanted

To buy or lease operating mine, or acreage for immediate development.

We are now operating several properties and will deal with owners only.

We have the cash and mean business.

What have you to offer?

Address, Post Office Box 1602, PITTSBURGH, PA.

COAL PRODUCERS ASKED TO SUPPLY DOMESTIC TRADE

Continued from Page One.

The committee wishes to accomplish its purpose to insure the people of Connellsville that a supply of coal will be made available, but that it is strictly up to the consumers, once the supply is assured, to place their orders in time to secure deliveries before the rush or a severe or sudden cold snap comes, as well as to be prepared to pay the price which government regulation, the present state of the market, and the increased costs of delivery have established.

From the expressions of willingness to co-operate on this plan, as given by the producers and dealers present at last night's meeting, there is every prospect that Connellsville will obtain sufficient coal to carry it through the winter. It will not be available, however, with the regularity, or in the quantities which supplies have been furnished in normal years.

Neither will critical customers be able to secure the particular grade or quality of coal they have been accustomed to use. Rather it will be a question of taking whatever grade or quality they can get and only when possible to obtain it.

An estimate made last night places the consumption of coal in Connellsville at an average of 5,200 bushels, or a trifle over 250 tons, a day during the six months of the winter season.

If outside producers can be prevailed upon to make shipments of 15 to 18 cars a week, and the "wagon" loaders will deliver approximately the same quantity, there will be little doubt but that the fuel needs of the city can be taken care of during the winter. It is estimated that the "wagon" mines can do this and still have a considerable production for shipment to out-of-town consumers.

The situation is now so grave that there is almost no coal for private consumption and few furnaces will be lighted this winter in either Italian hotels or private houses. Even military operations are hindered.

Producing no coal within her own territory, Italy depends for many of her other supplies upon the outside world, which now virtually means the United States. England requires all her shipping for her own purposes.

The situation is now so grave that there is almost no coal for private consumption and few furnaces will be lighted this winter in either Italian hotels or private houses. Even military operations are hindered.

some quarters, there should be no increase in price for this coal except such as is determined by the expense of hauling. The new price will add two cents per bushel to the cost handled through the retail yards.

While the coal situation has been almost hopelessly muddled through the efforts of the government to regulate prices, the fact that local consumers are not better supplied with winter stocks is largely due to the fact that they have not fully realized the seriousness of the situation and have so long deferred placing orders.

They are not altogether to blame for this because during the summer months, when many usually close contracts for their winter's supply, they were urged to hold orders in abeyance in expectation that the price would be materially reduced.

In consequence comparatively few consumers, who provide their whole winter supply at one time, did so before the price-fixing announcement of August 21. Coal having become increasingly difficult to obtain since that date, winter's near approach finds the city with no reserve stock of coal.

A sudden cold snap is certain to precipitate an extraordinary clamor for coal which cannot be supplied in greater quantities than are now available unless some action, such as the committee on civilian relief, contemplates, is taken, and taken promptly.

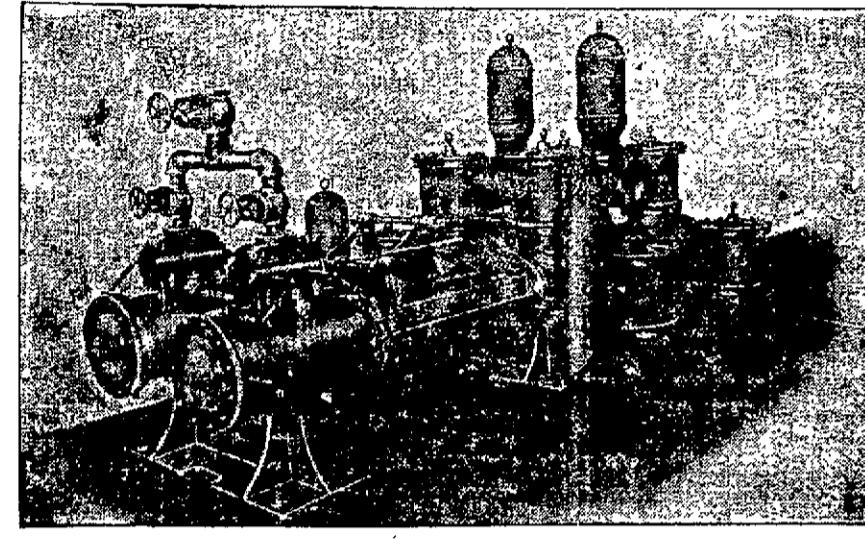
The outstanding feature of the present situation is the degree to which the railroads are co-operating wholeheartedly with one another and with the railroads' war board in the effort to produce a maximum of transportation efficiency.

As the demands upon the railroads incident to the war are apt to increase, the need for the utmost cooperation on the part of all concerned will become increasingly greater.

The Connellsville Manufacturing & Mine Supply Company

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Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

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